



March 7, 2012

Environment Committee
Room 3200, Legislative Office Building
Hartford, CT 06106

RE: RB No. 267, An Act Concerning Clean and Alternative Fuel Vehicles

Dear Members:

Please allow me to express my support for the intent of Bill 267 to promote the use of clean alternative fuels, vehicles and refueling stations in Connecticut. I would also recommend reviewing the language to accurately and consistently reflect State policy to deploy hydrogen as an alternative fuel:

1. Use consistent language and the same definition of "clean alternative fuel" throughout the Bill; including hydrogen in Sections 4 and 5 as it is included in Section 1.
2. Add "hydrogen generation equipment" to the list of station components in Subdivision 69.

This policy will help to reinforce deployment of hydrogen and fuel cell equipment as clean, and efficient alternatives to use of conventional technology and fuels. The outcome will help to reduce cost volatility of the vehicle fuel market, improve air quality, and help to create and protect jobs in Connecticut involved with the manufacture and installation of fuel cells, hydrogen production, and hydrogen refueling.

Furthermore, given that fuel cells and hydrogen are such an important factor in the growth of jobs in Connecticut, and have a potentially game changing role in the future of personal mobility, I would recommend the Committee consider making additional changes to the Bill as follows:

1. Change the sunset dates for hydrogen fueling infrastructure and vehicle tax incentives to a date much later than 2017. This is being requested because the commercial introduction of fuel cell vehicles is not until 2015, and the current 2017 sunset would give only about two years of incentives.
2. Increase the amount of tax credits for the purchase of hydrogen fuel cell vehicles to 100% of the incremental cost of the vehicle. Consider a scheduled phase out of the hydrogen vehicle tax credit over time (100%, 90%, 80%, etc.) after a longer period (5 years) at 100%.
3. Add fuel cell powered forklifts to the vehicles receiving tax incentives in order to accelerate the adoption of fuel cell and hydrogen fueling technology. Allow tax incentives for hydrogen fueling systems used in non-vehicular applications, such as backup power fueling for telecom fuel cells, and forklift refueling.

Respectfully,

Deborah K. Moss
Founder and Chair